

CLASSIFICATION **SECRET**

COUNTRY East Germany REPORT _____

TOPIC Neuruppin Airfield 25X1

EVALUATION _____ PLACE OBTAINED _____ 25X1

DATE OF CONTENT _____ 25X1

DATE OBTAINED _____ PREPARED 22 December 1954

REFERENCES _____ 25X1

PAGES 4 ENCLOSURES (NO. & TYPE) _____ 25X1

REMARKS This is UNEVALUATED Information

1. The following air activity and aircraft were observed at Neuruppin airfield between 22 October and 24 November 1954: 25X1

22 to 24 October. No air activity by MiG-15s or U-MiG-15s was observed.

25 October. Between 0730 and 0800, a Po-2 practiced take-offs and landings. Parachuting was practiced from a Li-2 over the Bechlin airfield. At each approach, 4 to 5 men jumped from an altitude of about 600 meters. After two approaches, the aircraft made an intermediate landing at the Bechlin airfield. 25X1

26 October. No air activity was observed. A total of 26 MiG-15s or U-MiG-15s, 3 Yak-11s and 4 Po-2s were parked at the field. The MiGs included 2 in the eastern extension of the runway, 8 in front of the southeastern hangar, 14 which were covered by gray-green tarpaulins on the hard stand in the southeastern corner of the landing field, and 2, the tails of which had been dismantled, in the southeastern hangar. Starter carriages which were covered by gray-green tarpaulins were seen next to the two alert aircraft and in front of the southeastern hangar. Six tank trucks and one fire truck were seen southeast of the eastern end of the runway.

27 October. At 1600, one Yak-14 took off.

28 October. No air activity was observed.

29 October. Between 1045 and 1230, MiG-15s or U-MiG-15s made individual local flights apparently for practicing instrument approaches at beacons, while the Kniferest-type radar set was continuously rotating. At 1600, a Yak-14 took off.

30 October. Between 1100 and about 1400, MiG-15s or U-MiG-15s practiced individual take-offs and landings. At 1600, a Yak-14 took off.

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~~21 to 23 November~~31 October to 9 November. No air activity was observed.

10 November. Elements of two MiG-15s or U-MiG-15s practiced flying at altitudes of 4,000 to 5,000 meters. At 1430, 24 MiG-15s or U-MiG-15s, 3 Yak-11s and 1 Po-2 were counted at the field. Three tank trucks, 1 truck, 1 jeep, 1 sedan of Dodge make, 1 fire truck, 1 starter carriage with glass cupola, and 1 radio truck with rod antenna were seen near the eastern end of the runway.

14 to 23 November. Except for the take-off of a Yak-14 at 1015 on 16 November, no air activity was observed.

24 November. At 0750, the noise of running engines was heard from the landing field. At 0815, 2 MiG-15s or U-MiG-15s were towed by jeep to the western dispersal area at the runway. Between 1000 and 1215, MiG-15s or U-MiG-15s made individual local flights. 1

2. On 19 November, [redacted] the AA personnel quartered in the temporary buildings at the southern edge of the field numbered 150. Four 37-mm AA guns were seen in the AA gun emplacement. Possibilities of observation were limited.
3. A Kniferest-type and a Fishnet-type radar set were seen at the southern edge of the landing field north of Klappgraben. An antler-shaped Antenna was seen in the eastern extension of the runway. 2
4. [redacted] the fire trucks had a capacity of 3,000 liters and were of a Minimax model manufactured prior to 1945.
5. From the fact that, on 17 and 21 November, the covers of four fuel containers were raised about 1 meter above the bitumen slab in front of the former repair hangar, it was inferred that the former German fuel dump had been put in operation again. No connecting hoses were seen.
6. A slanting slab, about 170 cm high, was seen in front of the southeastern hangar. It was supported in the middle and at its ends. MiG-15s were put against the plate with their jet exhausts and their engines were raced up. 3
7. Since the summer of 1954, the double sentry, which was maintained at the eastern gap in the fence at the flying lane, has not been seen. There were two large holes in the wire fence across the gap through which a soldier with food container was repeatedly seen slipping. The soldier then proceeded to a building east of the mission buildings which was occupied by air force personnel. The building was located on Genz Allee about 760 meters northeast of the Wittstocker Allee-Genz Allee junction.
8. A single-story brick building, about 4 x 6 meters, was seen just east of the temporary building southeast of the eastern end of the runway. During westerly winds, the alert flight was parked

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north of this building and by easterly winds or unfavorable weather, they parked east of the taxiway opposite the temporary building at the western end of the runway. The following motor vehicles were parked in the western part of the field: 1 sedan of Dodge make south of the temporary building, 1 red fire truck in front of the southeastern hangar, the other motor vehicles north of the dispersal area at the western end of the runway.

9. At 1130 on 7 November, a detail of air force personnel was seen marching to a wreath-placing ceremony. Eight groups of 60 soldiers each, 19 to 24 years old, and led by a sergeant were seen. The soldiers, except for the sergeants wore coats. Three of the sergeants wore decorations, including two with guards medals, and one with a golden flying clasp with a red bomb behind a light blue Soviet star and additionally a golden medal with a head, on a ribbon of undetermined color. The first row of officers included 1 lieutenant colonel, 2 majors and 3 captains.

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11. The following air activity and aircraft were observed at the field between 28 October and 23 November:

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28 October. No air activity was observed.

29 October. At 1200, 3 MiG-15s or U-MiG-15s took off.

31 October to 9 November. Except for the take-off of a Po-2 at 1445 on 1 November, no air activity was observed.

11 November. At 1045, Po-2 No 2 took off. At 1205, a MiG-15 or U-MiG-15s crossed over the field at an altitude of about 800 meters.

12 November. A small formation of MiG-15s or U-MiG-15s crossed over the town of Neuruppin at a low altitude. At 1045, a MiG-15 or U-MiG-15 took off.

15 to 23 November. No air activity was observed. Possibilities of observation were limited. Twenty to 22 MiG-15s or U-MiG-15s were parked at the field. ¹

12. Compared to October 1954, the number of flying personnel seen in the town area had increased in November. The number of dependents had also increased considerably. 4

13. The following air activity and aircraft were observed at the field between 6 and 24 November:

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6 November. No air activity was observed. Preparations were made for the revolution ceremony.

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7 November. At 0800, a parade was held in front of the headquarters building at the field in commemoration of the revolution. No air activity was observed.

8 and 9 November. No air activity was observed.

10 November. Between 0900 and 1315, 4 MiG-15s or U-MiG-15s were seen taking off and landing.

11 November. At 1310, a Po-2 landed. At 1430, a Po-2 took off. Three MiG-15s or U-MiG-15s were parked in front of the southeastern hangar. Work was being done on these aircraft, on which ladders were leaning and the cowlings of the fuselages of which had been removed.

12 November. Between 1030 and 1215, 3 MiG-15s or U-MiG-15s made local flights. At 1040, a Po-2 landed. Work was being done on 3 MiG-15s or U-MiG-15s in front of the southeastern hangar.

13 November. Between 1045 and 1200, 2 MiG-15s or U-MiG-15s practiced take-offs and landings.

17 to 23 November. No air activity was observed.

24 November. At 1530, 6 MiG-15s or U-MiG-15s were parked in front of the southeastern hangar. On the air intakes of two of the aircraft work was being done from a ladder. Test runs of the engines were made on two other of these aircraft.

14. On 30 October, 24 MiG-15s or U-MiG-15s were counted on the landing field at Neuruppin. During the morning of 12 November, some MiG-15s were seen aloft over the town of Neuruppin. Twenty-four MiG-15s or U-MiG-15s, including No 2464, were parked on the landing field.¹

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1. Comment. Neuruppin airfield is still occupied by a fighter regiment. Twenty-two to 26 MiG-15s or U-MiG-15s were counted on the landing field. Parachuting over Bechlin airfield was reported previously. The overhauling of aircraft, engines and equipment was also reported from other airfields. Flights made were probably test and instruction flights of the newly arrived flying personnel.

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2. Comment. The antler ~~is reported for the~~ first time; for lack of ~~information~~ it cannot be commented on. The Kniferest-type and Fishnet-type radar sets at the southern edge of the landing field, north of Klappgraben were repeatedly observed previously.

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3. Comment. Slanting plates are used to deflect the hot air blast to above while jet engines are raced up in order to avoid damages.

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4. Comment. The exchange of personnel was repeatedly reported during the fall.

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